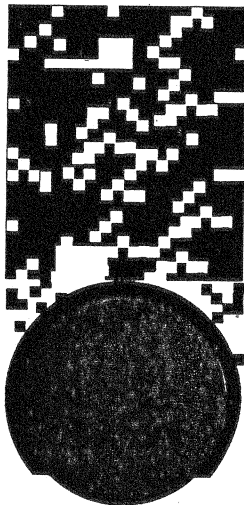


Strategic Regional Arterial

**Mannheim Road/U.S. 45
County Line Road to Touhy Avenue**

Volume I of II



**Operation
GreenLight**

Illinois Department of Transportation

MAY, 1997

*Mannheim Road/
U.S. 45 SRA*

**Summary of
Recommendations**

Summary of Recommendations

For study purposes, the Mannheim Road/U.S. 45 Strategic Regional Arterial (SRA) was divided into five segments (see Exhibit S-1, at the end of this section). The following is a summary of the major recommendations for each segment.

SRA Segment I: County Line Road to the EJ&E Railroad (13 Miles)

- From County Line Road to Stuenkel Road, construct U.S. 45 as a four-lane divided rural highway with a 50-foot grass median, within 190 feet of right-of-way
- North of Stuenkel Road, transition U.S. 45 to a four-lane suburban arterial section with curb and gutter and a 30-foot barrier median, and then to an 18-foot mountable median south of Nebraska Avenue
- When warranted, install signals at intersections with Wilmington/Peotone Road, Joliet Road, Manhattan/Monee Road, and Laraway Road
- Maintain minimum signal spacing of ½ to 1 mile and minimum spacing between median breaks of ¼ mile, and minimize direct access to U.S. 45 through construction of frontage roads as development warrants

SRA Segment II: EJ&E Railroad to 119th Street (13 Miles)

- Widen to four lanes with an 18-foot median from the EJ&E Railroad to meet four-lane roadway south of U.S. 30 intersection
- Maintain existing four traffic lanes and median from south of U.S. 30 to south approach to 191st Street intersection
- Widen to six lanes between 191st Street (and adjoining I-80 interchange) through 143rd Street

- Control access by construction of a barrier median between I-80 and 159th Street
- Where land use permits, develop alternative access service road systems between the EJ&E railroad and 143rd Street to minimize the need for direct access to U.S. 45
- Increase capacity at intersection with 159th Street (a crossing SRA)
- Widen intersections as needed to achieve necessary capacity
- Provide for new signals at existing crossroads and new access points, maintaining minimum spacing of ¼ mile

SRA Segment III: 119th Street to I-55 (7 Miles)

- Maintain existing four travel lanes within existing right-of-way
- Develop 16-foot barrier median through forest preserve where none exists
- Install left-turn bays at forest preserve access points
- Widen intersection approaches at 107th Street, 95th Street, and 87th Street

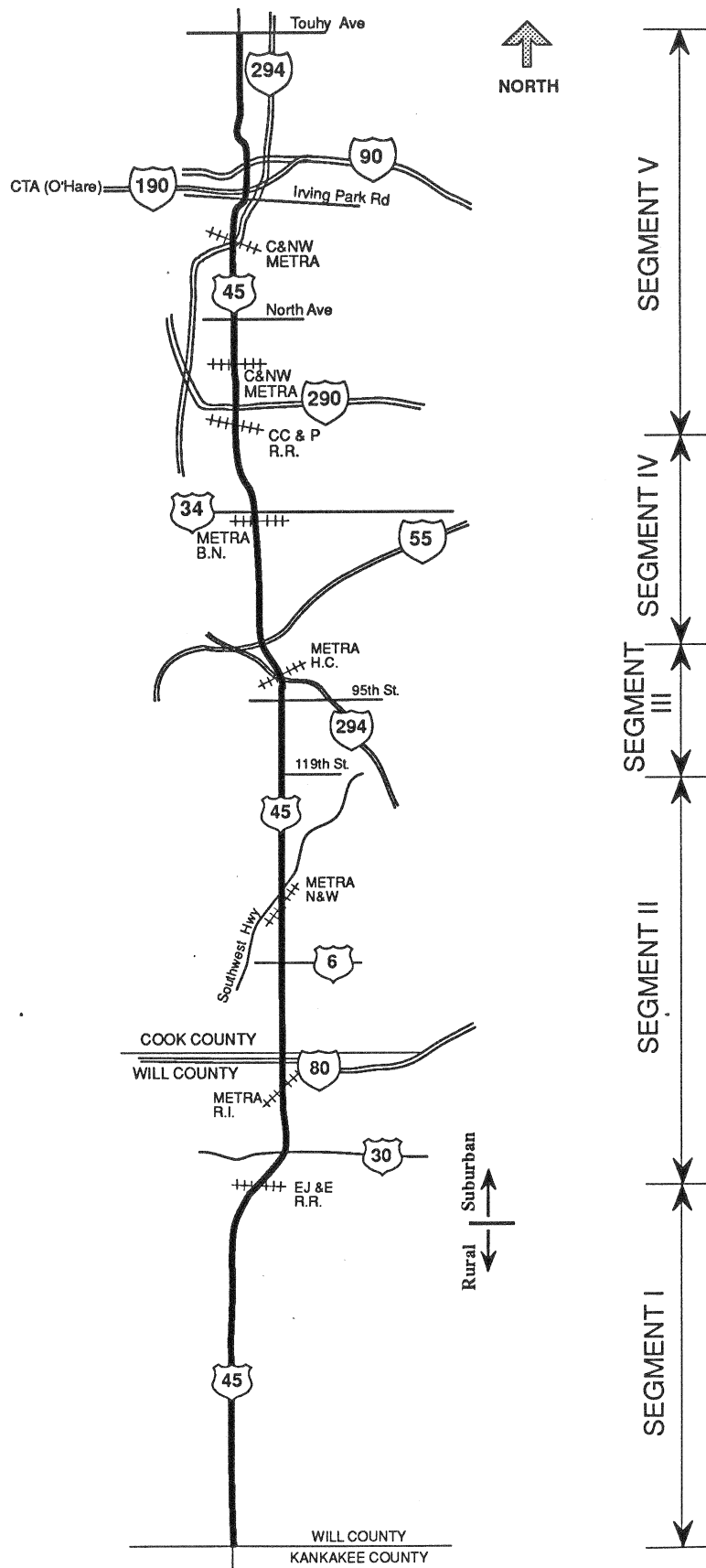
SRA Segment IV: I-55 to Roosevelt Road (7 Miles)

- Maintain existing four traffic lanes throughout the segment
- Develop flush median between I-55 and Joliet Road
- Develop left-turn lanes at 51st Street, Harding Avenue, and at Scotdale Drive and the nearby forest preserve entrance

- Restrict left turns from U.S. 45 during peak traffic periods at the signalized intersections of U.S. 45 with Cossitt St. and Harris where land use constraints preclude development of left turn lanes.

SRA Segment V: Roosevelt Road to Touhy Avenue (10 Miles)

- Widen to six lanes in each direction between Roosevelt Road and Madison Street and between Irving Park Road and Touhy Avenue
- Improve operations at the I-290 interchange
- Restrict through and left-turning traffic at Butterfield Road
- Develop a grade-separated interchange at Irving Park Road
- Consolidate access points
- Increase the number of approach lanes at major intersections, including Lake Street, Grand Avenue, Lawrence Avenue, Higgins Road, and Touhy Avenue



LOCATION MAP MANNHEIM ROAD/U.S. 45